

Heritage

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Heritage Organisations Inc*

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Acknowledgement of Country

BMACHO acknowledges and pays respect to the past, present and emerging Traditional Custodians and Elders of this nation and the continuation of cultural, spiritual and educational practices of Aboriginal and Torres Strait Islander peoples



Captain Tom Pain of Medlow Bath

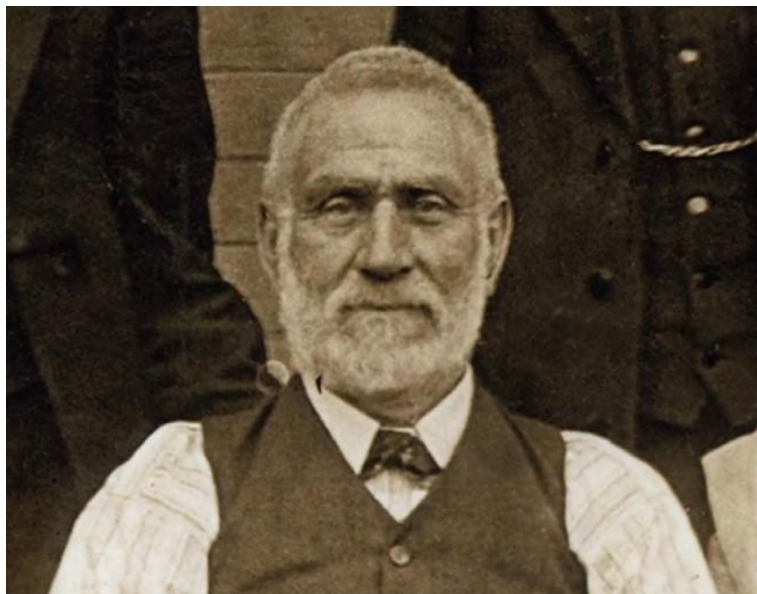
Medlow Bath was never actually gazetted as a village. After the coming of the railway the locality was known as Brown's Pulpit Hill Siding or Brown's Sawmill Siding, as John Harding Brown had a sawmill there. In 1883 it was known as Medlow Siding and in about 1903-1904 Mark Foy of the Hydro Majestic had the siding altered to Medlow Bath. Allotments were being sold from the 1880s however, and the Medlow Park Reserve was gazetted in 1902. It was a gradual period of growth with more estate planning and sales in 1912 and 1914.

Some of the early landowners were AJR Stone, Frank Guest, Patrick O'Mara and William Eyre. In the Blue Mountains History Journal No. 4 October 2013, the life of another early pioneer of Medlow Bath, Cornwallis Wade-browne, was related. The Journal mentions a number of early pioneers who contributed to the development of the village, and this included Captain Tom Pain.

Captain Pain of Pymont

Captain Tom Pain was born in 1849 at Glamorgan near Cardiff, Wales, to James (1816-1855) and Sarah nee Hadley (1815-1880) Pain. Tom Pain obtained his apprentice's indenture in 1863 at Havre de Grace, Harford, Maryland, USA. As an apprentice seaman he came to Australia in 1865 aboard the *Hadleys*, and then again the following year. In 1870 and 1871 he served on several ships, coming and going to and from Australia, including the *Alexandra* and the *Wonga Wonga*.

He gained his Captain's ticket in Bristol in 1872 and became a master mariner and ship captain and was known as a master of the ship *Lady Bowen*. By the end of 1872 he was living at Llanover in Monmouthshire in Wales. In December 1880, as master of the *Lady Bowen*, burthen 892 tons, he was listed as travelling from the port of Burrard's Inlet, Canada, to Sydney. In 1882, when he was master of the *Lady Bowen*, a John Stansfield served under him. The last record of him at sea was in 1884.



Captain Tom Pain

He had married Elizabeth Madelaine Lewis in 1877 at Goetre in Monmouthshire, Wales. He was called "Captain Pain" even by members of his own family, and the story goes that his children were scared of him. In 1884 however, he left the life of the sea and was employed as a wharf manager in Sydney, to take care of his ailing wife Elizabeth and four year old son, Henry, both of whom he outlived. It was a boom time for the shipping industries and there was a lot of strife, strikes and conflict among the wharf workers. Elizabeth Madelaine Lewis was born in 1850 in Builth Wells, Powys, Wales, to Elizabeth and David Lewis. Elizabeth and Tom Pain had a daughter Elizabeth Mizpah Pain, who was born and died in 1878 in England. In 1880 another daughter was born at sea on the *Lady Bowen*, Mizpah Edith Pain, who died in 1947. Their other children were:

- Marie Madelaine Pain, born 1881 in Newcastle. She died unmarried in 1946 at Auburn and was buried at Rookwood.
- Henry Hadley Pain was born in 1883 in Sydney. Sadly, he died on 4th December 1887 aged 4 and was buried at Waverley.
- Ruby Pain was born in 1885 in Sydney, but died in 1902 at Marrickville, aged 17, and was buried at Waverley with her mother and brother.

Elizabeth and their son Henry being ill were the reason Pain retired from the sea, but he lost them both in 1887, Elizabeth in March, aged 37, and Henry in December. In August, the Supreme Court issued notice of the pending application for probate by Tom Pain, for Elizabeth's estate, as she had died intestate. Elizabeth and Henry were buried at Waverley.

To assist him in the care of his children, he must have had the friendship of one Emily Mary Arscott. Emily Mary Arscott was born in 1850 in Teignmouth, Devon UK, to Robert Mills Arscott and Mary Bailey Pinn. She lived at Marrickville and married Tom in October 1887 in Paddington, the Rev Warlow Davies presiding. Her father Robert Arscott had already passed away.



Waverley grave

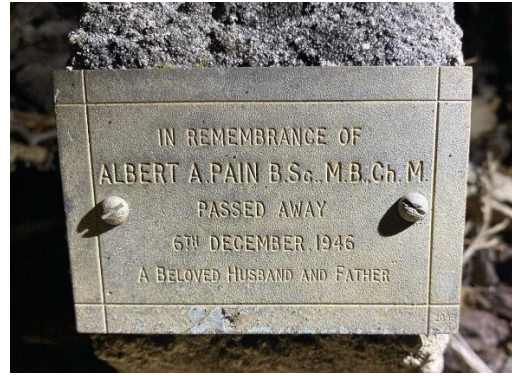


Emily Mary Arscott

In 1887 they were living in Glebe, in *Llanover Cottage* in Darling Street. In 1888 they were living at Pymont at 33 Alma Street.

Living at Alma Street, Emily and Tom had three children:

- Dr Albert Arscott Pain was born at the Pain residence in Pymont in October 1888. He later married Vera Alma Lee in 1916 in Sydney, and then married Valerie May Cutbush in 1938 in Ashfield. Vera and Albert had two children Harold and Beverley. Albert died at Concord in 1946 aged 58 years, and he was buried at Rookwood.
- Alfred Hadley Pain was also born at the Pain residence in Pymont, in October 1888, a twin to Albert. Alfred moved to Victoria and died at Hawthorn in 1943 aged 54.
- Egbert Osmund Pain was born in 1890 in Sydney. He appears to have been known as Osmund. He died in 1973 aged 82-83, and was buried at Macquarie Park Cemetery, North Ryde.



Dr Albert Pain

At Pyrmont Tom Pain entered into the spirit of the community, and in October 1888 was present at the dedication of memorial stones for the building of a new congregational church, just days after the birth of his twin sons. After the ceremony Pain paid tribute to a Miss Wall for her church and choir work, and wished her well for her pending marriage, on behalf of the gathering.

By 1890 he was also becoming involved in the Medlow Bath community as well, having purchased land there, but he retained his Sydney home.

He and Emily had moved from Pyrmont to Marrickville, probably following redevelopment at Pyrmont when some parts of Alma Street were resumed in 1896 for wharf development, with Alma Street and its surrounding areas being demolished in about 1900. Complaints had been received by the Council from residents in regard to drainage problems and subsidence, both on private properties and from the adjacent railway line, and the area was due for clearance. Further resumptions were carried out in 1916. Excavation works in 2004 revealed some of the original footings, cesspits and foundation walls from the original buildings in Alma Street and in the adjoining Union Street.

In 1901 the family lived at Victoria Street, Marrickville, while their new home was being built. In 1902 they moved into their new residence *Western Lea*, Chapel St, Marrickville, and by then Tom had become a pioneer of Medlow Bath. He also had property at Alt Street, Marrickville.

He maintained his connections to Pyrmont and in March 1906, a fire at Pyrmont which had burnt out H McKenzies' timber mill, prompted Captain Pain to make a presentation to McKenzie on behalf of his clerical staff, and expressed their sympathy and encouragement. Pain's own timber yard was in Marion Street.

Medlow Bath

Medlow House in Medlow Bath, at 4 Somerset Street, was built about 1892 by Tom Pain as a holiday house. In about 1890 Pain had acquired Portion 334 in the Parish of Blackheath, an allotment of about 4.5 acres. One account claims he purchased the land at an auction of Crown Lands in November 1887. The site included all the land between Railway Parade and Portland Street, along what was to become Somerset Street. Pain mortgaged the land in 1892, suggesting that around that time he was building *Medlow House* on it.

He built homes on the land including *Medlow House*, and also built *Llanover*, now 56 Beaufort Street. These two houses still exist.

Sources report that in 1912, Captain Pain sold the *Medlow House* property to George Thomas Alcock, a Sydney jeweller, who ran a small private dairy on the paddock

adjacent. The Blue Mountain Echo reported however, that in July 1911 Mrs Alcock had given a party for her son Norman's birthday at *Medlow House*, so the sale may have been before 1912. Again, in September that year, the Echo reported a party for Mrs Alcock's youngest son Russell, she apparently being a very popular hostess. George Alcock carried out alterations and additions to the place, including extension of the verandah along the eastern side and infill on that side with timber boarding and leadlight windows. A bay window was inserted in the east verandah with paired casements and top-lights, and a low timber bench was added to the south verandah.



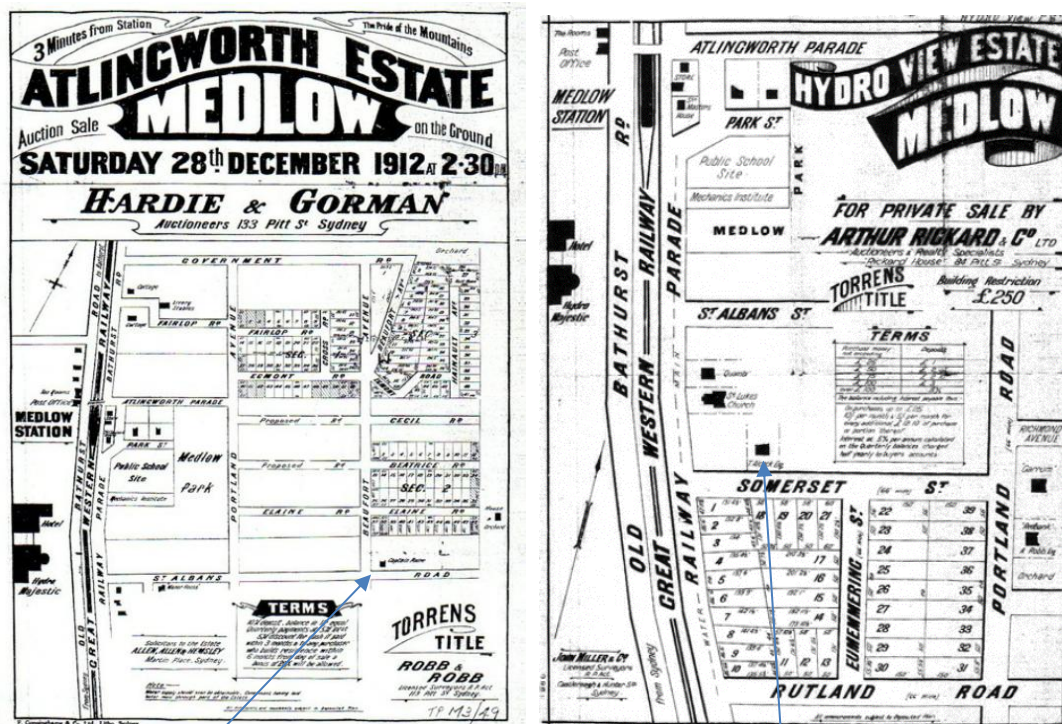
Parish of Blackheath Portion 334, 1909

7 31	331	do	C. W. Browne	7 0 0	354
1 31	332	K 2. 2281 15	A. J. R. Stone	4 3 16	355
0 13	333	do	Frank Guest	4 3 7	356
1 11	334	do	Tom Pain	4 2 16	357
3 3	335	do	Patrick O'Mara	4 1 16	358
3 34	336	do	William Eyre	4 0 22	359
3 38	337	do	William Eyre	5 2 38	360

Parish of Blackheath, Tom Pain



Regional Charting map, town of Katoomba – Portion 334



Captain Pain's house, Llanover

Estate sales 1912 and 1914

Alcock dwelling, Medlow House

In 1923, Alcock transferred the house to Gladys Burnett Scharer, a spinster from Marrickville. Scharer then transferred the house back to Alcock in 1933, who by then had retired. In 1947, the property was transferred to his sons, Norman West Alcock, a salesman from Rydalmere and George Russell Alcock, a contractor from Maroubra, as joint tenants.

The house stayed with the Alcocks until 1954 when it was sold to Allan Till, a hotel porter, Zanis Dravnieks, a hotel cleaner and his wife Lydia Dravnieks. These three may have all worked at the Hydro Majestic. From 1972 until 1995, it was owned and occupied by Jo Wicken and her four children, and after Mrs Wicken's death, it was owned by Neil and Virginia Jacobs in 1999.

Medlow House is an unassuming large Victorian house built in the vernacular style and is one of the oldest surviving houses in Medlow Bath. Interestingly, the adjoining land to the east is still divided by hedges into several building block size sections, each with a concrete driveway out onto Somerset Street. There are no signs of buildings on these blocks, but they would have been part of Pain's original land.

Llanover was located at what is now 56 Beaufort Street, at the eastern end of St Albans Street. It is a well-maintained weatherboard dwelling, with a front verandah facing west, and backing onto the National Park behind. Real estate advertising suggest the existing building, now a holiday let, was constructed in 2000. However, the BMCC inventory sheet for *Medlow House* suggests that the existing *Llanover* building was Captain Pain's residence. The real estate poster for the Hardy and Gorman sale of 1912 shows a house labelled *Captain Pain* on the corner of Beaufort and St Albans Street. Whether the existing building is the original is uncertain at this stage, but this is where *Llanover* was located. It is unknown how much time Pain spent at each of his residences, at Marrickville and at Medlow Bath.

In 1902 a meeting had been held at Medlow Bath to discuss the need for a Church of England building. By subdivision in July 1908, Pain transferred 22 perches of his land to the “Church of England Property Trust Diocese of Sydney” on which to build a church, St Luke’s, although the church was being erected as early as 1902.



Medlow House



Llanover

A committee was formed, and funds were donated. Captain Pain donated the portion of his land, Portion 334, sited fronting Railway Parade. Some £65 was collected and a start was made on the building in early July. It was planned to be a neat little structure to hold about 50 people.

When the St Luke’s building was opened later in 1902, it was recorded that Osmund Pain was given a prayer book prize at the opening ceremony. At this point it is worth noting that a full history of St Luke’s has been document in the Blue Mountains History Journal, Issue No. 2 September 2011, from the early days of services being held in a cave (!) to its closure in 2004.



The cave church



St Luke’s today

In April 1917 Captain Pain was supporting fellow resident Cornwallis Wade-browne in complementing the church and its work in Medlow Bath, but by June, with the Hydro being in recess, the Pains were on holiday in more congenial climes, along with other locals.

He was quite unwell, but in December Captain Pain was able to partake in a presentation to Rector Connell of St Luke’s. Pain, ...*the veteran sea lord, had recently been confined to his bed, but was in fine fettle.....* Rev Connell was presented with eleven guineas, from a recent collection within the congregation.

In 1918 Tom Pain at age 69, was ailing at his house *Llanover*. His neighbour, Cornwallis Wade-browne, who himself was aged 80, brought him his letters and the paper every morning. Captain Tom Pain died on 12th November 1918, aged 69, of heart failure at his

home *Western Lee* at Marrickville, and was buried at Waverley with his first wife and two children.

Emily survived him by some seventeen years and died at Marrickville Cottage Hospital in September 1935, aged 85. At the time she was still living at *Western Lea*, Chapel Street, Marrickville. She was buried at Rookwood.

Patsy Moppett

Note 1: *Albert Pain's son, Harold, was the biological father of Australian actor Jack Thompson, who was John Hadley Pain at birth in 1940.*

Note 2: *The reference list is detailed in a separate document issued with this Newsletter.*

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From the Editor

History is all about people! What they do, where they go, how they battle, live and love. We can address this through family histories, the history of a house or a town, a war or a natural disaster, a festival or a sporting event. One way or another it is about people. Each of the villages of the Blue Mountains has its well known people such as Henry Parkes, Francis Forbes, John Britty North, but what of the lesser known people, those who made no particular mark on the world but who contributed to the local community in ways that they thought nothing of, or those who simply passed through, spending a few months/years there and moving on.

In this issue we look at a sea captain, a surveyor and his son, and a coach builder. In addition, it is flagged that the Blue Mountains History Conference (BMHC) next year will look at architects and their achievements.

We commemorate people in various ways, and many historical societies today do this through symposiums and conferences which feature keynote speakers who present addresses in the name of notable community leaders and personalities. Many readers will have been to the Rex Stubbs Symposium at Windsor. At the Blue Mountains History Conference in 2027 the keynote speaker will present the Ian Jack Address. In this issue we flag to readers two other such events, the Stockton Conversation and the Tim Miers Tribute Talk. These are all worthy commemorations to those in whose memory they are presented. In doing this, their names will be remembered for many years to come.

Remembrance Day is one of the most important days on our commemorative calendar. From the Australian Government's Anzac Portal:

It's a day when we acknowledge those who died or suffered while serving in wars, conflicts and peace operations. Remembrance Day is held on 11 November each year. This is the anniversary of the Armistice of 1918 that ended fighting in World War I. The war didn't officially end until 28 June 1919 with the Treaty of Versailles. People in Australia and many other countries observe one minute's silence at the 11th hour of the 11th day of the 11th month because that's when the Armistice came into effect. It's a time to honour all personnel who died or suffered in the service of Australia.

Lest we forget

Finally, a Merry Christmas and a safe and happy New Year to all, from the BMACHO Committee!

Father & Son Mitchell and their involvement with the upper Blue Mountains in the 19th century

'Victoria Pass'

The closure in 2026 of the Great Western Highway at the causeway of the *Pass of Victoria* has brought to the notice of the general public the great significance of that road for the residents of the areas west of the Blue Mountains. It has also brought to prominence the name of the constructor of that road - Thomas Livingstone Mitchell (1792-1855) who sought an alternative route when faced with the disrepair of the descent from Mount York via Cox's Pass that was being used at the time. In defiance of an order from Governor Darling to create a road down Lockyer's Line from the Mount York Road to Collit's Inn¹, Mitchell had a road constructed down what was later named Mitchells Ridge. That disobedience brought the two men into conflict and almost cost Mitchell his job!² Ironically the new road was opened by a succeeding Governor (Bourke), but it was Mitchell who named it the *Pass of Victoria*³, although commonly it is referred to as the 'Victoria Pass'⁴, or 'Mitchell's Pass'⁵ but seldom as 'Vittoria Pass'⁶. His choice of name was:

"after the youthful Princess, following of (sic.) Royal names in that vicinity"⁷ and

"The point of hill by which this descent may be effected.....I have named.....Mount Victoria."⁸

Thomas Mitchell - father and family

T.L. Mitchell gained fame for his exploration work, road and bridge building⁹, as well as the mapping of the known areas of NSW and its division into the Nineteen Counties, activities which were done when he was the Surveyor General¹⁰. Because of this work he was away from home for a great deal of time yet between 1819 and 1843 he managed to sire twelve children – six boys and six girls!¹¹ **Figure 1.**

The family was said to be dysfunctional in many ways being described thus:

"The Mitchells were a strange tragic family. Of Sir Thomas's eleven children (actually 12!) only Alice and Camilla have any descendants now living. From his six sons there is not one descendant."¹²

To add to that is the fact that Sir Thomas fell out with his eldest son Livingstone¹³ whom he excluded from his will!

Campbell Mitchell - fourth son

Campbell¹⁴ (1831-1883), the seventh child of Sir Thomas & Lady Mary Mitchell (**Figure 1**), was the son most close to Sir Thomas. In his lifetime Campbell had a significant impact on the development of the Blue Mountains and deserves to be far better known. In February 1848 the Duke of Wellington granted 18-year old Campbell “a commission without purchase”¹⁵ and on 3 April 1849 Campbell joined the British Army as an Ensign in the 75th Regiment and promptly sailed for India on 7th May 1849. By 1852 he had been promoted to the rank of Lieutenant¹⁶ but shortly thereafter he“*had been found guilty by a Court Martial of cheating at billiards and had been cashiered*”¹⁷.

Birth Order		Death
1	Georgiana	1904 aged 84
2	Livingstone	1889 aged 68
3	Roderick	1851 aged 28
4	Maria	1826 aged 0
5	Murray	1846 aged 18
6	Emily	1860 aged 30
7	Campbell	1883 aged 51
8	Thomas	1869 aged 35 (May)
9	Camilla	1863 aged 28
10	Richard	1916 aged 78
11	Alicia	1929 aged 89
12	Blanche	1869 aged 26 (Sept)

Figure 1. The children of Sir Thomas L. and Lady Mary Mitchell

His father unsuccessfully pleaded for his son’s re-instatement¹⁸ but Campbell never did rejoin the British Army¹⁹ and instead he returned to Australia seemingly with little disgrace.

Campbell Mitchell (b. 24th July 1831) (**Figure 2**) was approaching the age of 24 when his father died in 1855 and on getting his inheritance, he established a residence at Stanwell Park²¹, the first to be built there (later it was acquired by Judge Hargrave – father of the renowned Lawrence Hargrave²²). He gave time to, and was considerate to, his younger sisters²³ when bringing provisions from Stanwell Park for his mother’s house²⁴, and after he received a pension from England, he also aided her with finances²⁵. He was no aloof member of the gentry being willing to get involved on his property with fishing²⁶, shooting cattle²⁷, rearing pheasants²⁸ and Wonga Wonga pigeons²⁹, breaking stones and levelling paths³⁰ and undertaking endless mowing tasks³¹. For leisure it appears that Campbell was musically talented in both piano playing and singing³².

In 1865, or early 1866, Campbell Mitchell explored the Megalong Valley side of Narrow Neck (then called Megalong Mountain) for mineable resources so clearly he was in good health and physical condition as that would have been a very demanding activity.

[Note that in 1903 Carne³³ stated 1870 was when that exploring was done.]

Campbell Mitchell discovered torbanite and coal seams below Pulpit Hill and near Coral Creek³⁴ and became one of the first to attempt to develop the oil shale resources of the Megalong Valley³⁵. Aboriginal elder Billy Lynch (1830-1913) was Campbell Mitchell’s guide³⁶, and very probably he was the key to Mitchell’s geological success, but also in the exploring party was Surveyor F.G. Finley (1844-1931)³⁷ (**Figure 3**) who at the age of 21 had been appointed surveyor to the Hartley District and was to make many underground surveys for Campbell Mitchell.

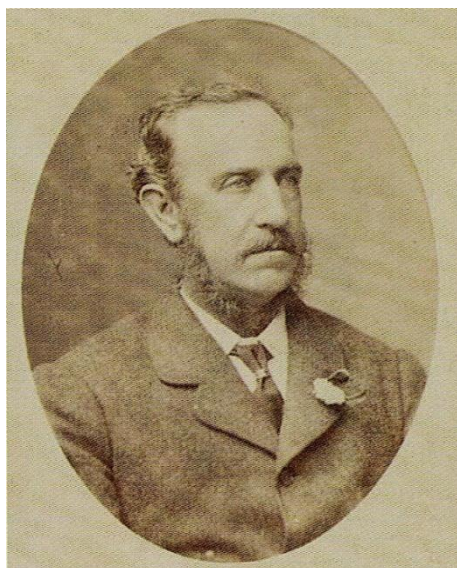


Figure 2. Campbell Mitchell
ex Keats & Fox ²⁰



Figure 3. Surveyor F.G. Finley
ex McCloskey & Moore, 2005 ³⁸

Campbell became greatly involved in investing in parcels of land in, or just west of the upper Blue Mountains. In the Katoomba area, Campbell Mitchell, together with George King and Samuel Hebblewhite, took out Mineral Leases on three 320 acre blocks of land³⁹ covering parts of Narrow Neck, and two 40 acre blocks near Pulpit Hill. Subsequently some of the Mineral Leases were cancelled, and the leases for others were revoked, when the deposits at those sites were deemed to be too far from transport for mining to be economically viable⁴⁰. Of the rejected land, Thomas Sutcliffe Mort bought three Portions (on which *The Glen*, or Mort's, Shale Mine was eventually opened), and in 1873 a fourth Portion, then in 1882 J.B. North's son selected one Portion⁴¹. So, by 1883 the remaining land portions held by Campbell Mitchell were on the western side of Mount Elphinstone (**Figure 4**).

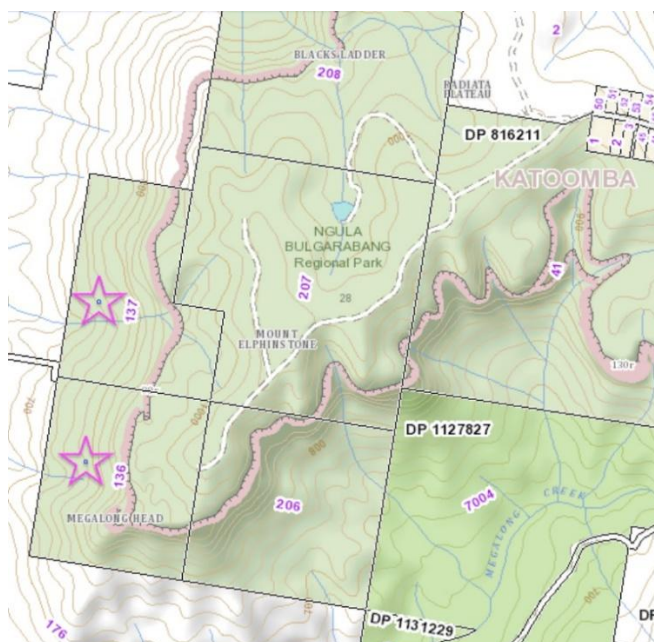


Figure 4. Campbell Mitchell's land portions in 1883 - marked by stars
ex SixMaps 2026

Campbell Mitchell also held parcels of land between Leura and Wentworth Falls and at an auction held at Hartley on 28th May 1879 he purchased a small block in Blackheath⁴² (on the east side of Wentworth Street, between Sturt Street and Hat Hill Road). His 1882 diary⁴³ has entries recording visits to his parcels of land further west - at Bowenfels, Tankersley, the Vale of Clwydd, and Browns Gap.

But on 19th Oct. 1882 Campbell Mitchell became terminally ill⁴⁴ and in preparing for the end, he sold his land at 'Gate House' (a vague location most probably Leura) to R.H. Reynolds for £7 per acre, receiving payment on 16th November 1882⁴⁵ for two deeds viz: Por. 71 of 50 ac. (which he owned jointly with Benjamin Backhouse⁴⁶) & Por. 67 of 20 ac. (across which the ropeway from the Gladstone Mine was to pass en route to the discharge point opposite the end of what now is West Street⁴⁷).

Campbell Mitchell's health deteriorated greatly in the last year of his life and it has been claimed that:

*"Campbell was not greatly helped by the twelve different doctors who treated him over a period of six months."*⁴⁸.

Eventually on the 1st April 1883 Campbell Mitchell died when aged 51⁴⁹ and as he did not marry⁵⁰ his estate was left to two of his nieces⁵¹, appropriately the daughters of his late sister Emily who originally was supposed to have inherited from Campbell.

Peter C. Rickwood

Eponymy: Mitchells Creek, on the W side of Narrow Neck, was named after Campbell Mitchell rather than his more famous father⁵²

Note: The reference list is detailed in a separate document issued with this Newsletter.

Caves at Leura ... 'very beautiful'!

On 20th June 1904 an article in Sydney's *Evening News* announced the discovery of caves at Leura, on the northern side of the western road, a stone's throw from the station. They were situated on McSweeney's Estate, or the Leura Station Estate, which lay between the western road, the Mt Hay Road, Highlands Road and the Blue Mountains Retreat, on Portion 112 Parish of Blackheath. It seemed to be a complete cave system, accessible to a distance of about 50m along low roofed narrow tunnels. The entrance had been obscured by dense undergrowth, at the base of a perpendicular mass of ironstone and sand. The discoverers believed the small entrance would lead to larger caverns, and the press suggested that it could have been the refuge of local bushrangers and convicts.

The caves were investigated at the time by W G L Uhr, manager of the Leura Station Estate, and his son D'Arcy, who explored for about 4 hours and found artifacts including an old pattern rifle, a horse's bit, an old buckle wrapped in some well deteriorated fabric, a few tin dishes and carved wooden spoons. The artifacts were apparently taken to Sydney where dozens flocked to see them.

A few days later the *Blue Mountains Gazette* repeated the same information, followed by the *Mountaineer*. The *Mountaineer* also reported on the inspection by a group of locals including the Mayor Ald A J Craig, Ald J Edwards, Mr J Nash the postmaster, Ald E G Nunn, Mr Uhr, Mr C L Dash and a representative of the *Mountaineer*. They crawled about in for some distance, the tunnels opening up into larger caverns, although still

not large enough to stand up in. Ald Edwards found an inscription on the wall: *R Smith 25/12/41*.



Portion 112 Parish of Blackheath 1909

Further exploration was intended. The day after the discovery, the *Border Morning Mail and Riverina Times* at Albury reported that *the new caves are said to be very beautiful*.

However, ...

Some 22 years later, in September 1926, the *Blue Mountain Echo* reported on another exploration expedition of the *mysterious caverns*. The newspaper suggested that the caves had been surrounded by:

.... *a wealth of tradition and fairy tales, regarding dark tragedies, hidden loot, haunts of bushrangers, human bones and other secretions*.

It would appear as though a newspaper representative, a postal linesman and a master from Katoomba High School again ventured in. They left Sydney dressed for the occasion, wearing shabby clothing which would not be destroyed during the attempt. They took some clothesline ropes, some candles, a bottle of water, and a thermos of hot coffee! The water was in the event tipped out and the coffee determined to be a life saver.

They arrived at Leura and went to the home of Alex Sinclair behind the Chateau Napier. They ventured to the lower slope of Sinclair's land where some holes were observed in the ground. They lit an acetylene lamp, borrowed from a local lad, and crawled in on their bellies. They reached a small cave about 10 yards in where they could turn around. They investigated unsuccessfully several small branches and eventually found one which took them in about another 30 yards.

The leader bumped his head on the roof, dropped the lamp, which went out and could not be relit. They resorted to the candles. Then the school master experienced severe leg cramps and gashed his leg on a rock. They tried to negotiate an upward shaft with a pick without success, and someone lit a cigarette to relieve the strain.

Then they attempted to withdraw – backwards!

They knew not what time it was, but felt they had traversed many miles, their mouths were full of sand, and their clothes full of sand and pebbles. They continued back to the main ‘cavern’ where they could return to hands and knees, on a dismal, slow and painful scramble. They then indulged in:

..... comment which put to shame all previous records established by bullock-drivers and other acknowledged proficiencies of the gentle art of swearing.

After a ten minute rest they withdrew into the sunlight, where they tipped out the water, drank the coffee and pooled cash to replace the damaged lamp for the boy. They returned to the station via back streets, and it was said they probably visited a hotel on the way for some time.

The newspaper then suggested that:

.... if a party of adventurous visitors required a competent guide, with first hand knowledge of this matter, to guide them through Leura’s subterranean cavers, they would be well advised not to approach any of Saturdays explorers with an offer.

Perhaps after their bruises have healed ... and perhaps again ... well perhaps not!

A true story!

In October 1995, an Upper Blue Mountains Conservation Society meeting reported on a talk given by Ernst Holland, Karst Resources Manager on the Jenolan Caves Trust, in regard to karst areas generally. Questions after the talk mentioned some caves in Leura (in Sid Sinclair’s backyard) which were long tubes lined with a glassy substance, and were thought to be of volcanic origin. No further discussion was documented from the day.

From the artifacts found in the caves, it would appear as though the caves had been known back as far as 1841, but given their obscurity, it is no wonder that few people were/are aware they even existed. It could be safely assumed now that they are long covered over and safely concealed, but if anyone out there knows more.....!!!!

Patsy Moppett

Note: The reference list is detailed in a separate document issued with this Newsletter.

The Coach Builder of Bullaburra

Bullaburra beginnings

Bullaburra was the last town to be developed in the Blue Mountains and linked to the establishment of the railway. It is located some 97km from Sydney, between Lawson and Wentworth Falls. It began as a tiny settlement consisting of only a few streets on the southern side of the rail line. Although the single rail track through Bullaburra was opened in 1867, the station itself did not open at the site until 1924, when the station proper was built to service the land subdivision occurring at that time. Prior to this there was no formal stopping place for the railway at Bullaburra. It is a unique station site as it was financed by a real estate firm. Sydney property developer Arthur Rickard & Co developed a local land subdivision in the vicinity.

About this time, one George Haining chose to open a coach house on what is now 7-9 Kalinda Street. On 3rd November 1879 George Robert Haining, a coach builder of Arthur Street, Surry Hills, bought the land from Henry Parkes [LTO T41456]. When Parkes died in 1896, he had retained land in the mountains, which was listed in his estate, being in the Village of Coleridge, valued at £2,000. Haining was based in Sydney so must have

anticipated a promising market for his services on the western road, as the village of Bullaburra was still some years away.

Arthur Rickard, real estate developer, developed an Estate at Warrimoo in 1918 and then the Bullaburra Estate in 1925. He persuaded the railway commissioners to build stations to service his estates. Redgum Park had been set aside as a reserve for recreation in the original Village of Coleridge, Parish of Jamison, on 13th May 1879, and it became a park within the Bullaburra Estate.

George Robert Haining

George Robert Haining was born on 18th October at Dumfries, Scotland, to Thomas and Janet (nee Lawson) Haining. Janet's family originated in nearby Kelton. Thomas was a clerk.

In 1856 George emigrated to Australia, and in 1859 he married Margaret Ann Johnston at Woolloomooloo, when Margaret was aged 25. She was born in 1834 in Sydney.

In 1860 they began their family:

- Thomas Lawson Haining b. 1860, d.1895 age 35 at Surrey Hills.
- James Lawson Haining b. 1861, d.1927 at Surrey Hills.
- John b. 1863, d. 1936.
- Janet b. 1865, m. John Lindsay in 1886, d. 1946.
- Isabella Elizabeth (or Ellen) b.1867, d. 1867 - Her death notice read *Death: On the 12th instant, ISABELLA ELIZA, aged 5 months, infant daughter of GEORGE HAINING, coachmaker, Church-street, Surry Hills*. She was born in June 1867 and died in December that year.
- Margaret Ann b. 1869, d. 1927 at Gordon/Chatswood.
- Catherine (Kate) b. 1872, d. 1946.
- Robert William b. 1874, d. 1913 at Redfern.
- Jean Haining b.1878, d.1880 at Surrey Hills.

All were born in Sydney, probably at their home at Surrey Hills.

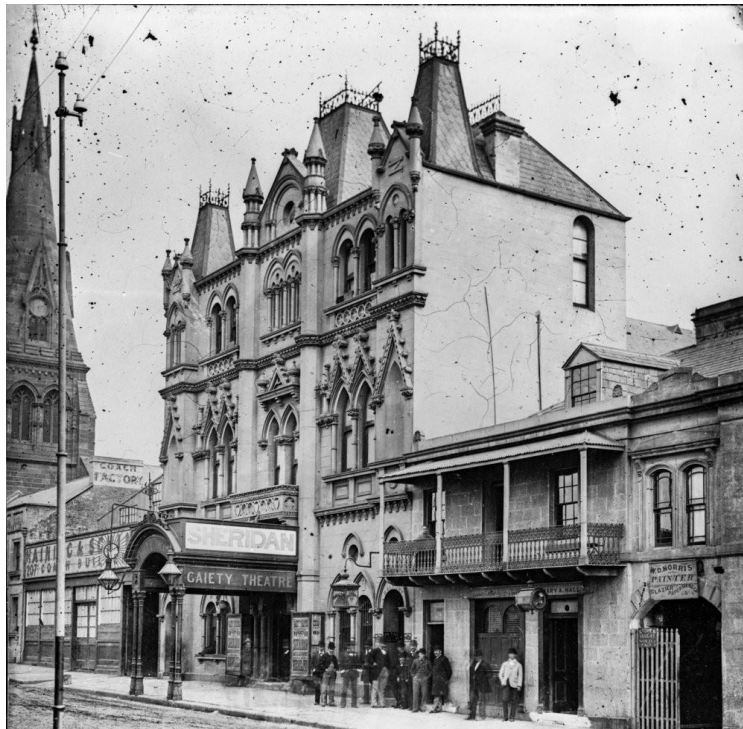
Margaret and George would have been devastated at the loss of baby Isabella in 1867. Four more children followed over the next 11 years, which would have relieved the grief to a degree. In 1869 Margaret Haining witnessed the abuse of a child and gave evidence against the father, one of the families in her neighbourhood. This would have reawakened her feelings for the need to value the gift of children. Then in 1880 they lost baby Jean, aged 2 years. It would appear that George's brother John Thorburn Haining was living nearby at 541 Bourke Street, Surry Hills. He also died in 1880 aged 62. (*John was a native of Dumfries, Scotland, born in 1818 to Thomas and Jeanett Haining, arriving in Australia on the ship Formosa in 1839 with his wife Janet*). It was a trying time for the family.

The coach building business

By this time George was in a coach building business with several partners: Joseph Schimel, Thomas Anderson and James Hilton, and they were known as the *Sydney Coachbuilding Company*. However, in 1873 the partnership was dissolved as James Hilton was leaving the company.

Then in 1874 this new partnership was dissolved as Anderson was retiring. Schimel and Haining took over the business as *Haining and Schimel*. It was during this period that Haining established at Bullaburra.

In January 1890 the partnership between George Haining and Joseph Schimel was dissolved by mutual consent, and Haining purchased the rights, title and interest in the business. The coach building establishment became *Haining and Son*. James had been



*Haining & Schimel Coach Factory far left,
in Castlereagh Street, adjoining the Gaiety Theatre
[St George's Presbyterian Church of Eastern Australia can be seen in the background, and still
exists today]*

working the business with his father, and took over total control at this time, at age 30. To date his occupation had been as a coach trimmer, that is, a tradesman who prepares and finishes the lace, linings, and other trimmings for carriagebuilders. They operated from Castlereagh Street, opposite where St James theatre stood.



Over time, George Haining and his various partners maintained a valuable reputation for the quality of their workmanship. They exhibited at the various agricultural shows and were acclaimed for their expertise. They were judged on various features including woodwork, smiths' work, painting, trimming, design and general finish, and the competition was fierce. Some of the accolades received included:

- 1875 – Haining & Schimel – awards for carriages, a cut-under single perch buggy, and a c-spring buggy.
- 1880 – recommendations of 1st in regard to carriages, vehicles and accessories. Two pairs of light carriage wheels 2nd.
- 1880 – prize for a very neat c-spring buggy, the same model as that which gained honours at the International.
- 1881 – Silver Medal to Haining and Schimel for Single Brougham for single or two horses. Award for Sociable for one horse. The company showed a model brougham at the Agricultural Exhibition, ... *made after a most handsome pattern, and elegantly furnished. Its most notable feature, however, is an electric battery and bell for communicating with the driver. The vehicle excited much favourable comment at the exhibition, and was awarded the society's silver medal.*
- 1895 – awards for four wheeled dog cart, two wheeled dog cart, Private Hansom, and Express wagon.
- 1899 – Haining & Son were noted for numerous very serviceable-looking vehicles. A two wheeled dog cart contained, in the opinion of the trade, some of the best work in the building.
- 1900 – prizes awarded to Haining & Son at the Royal Agricultural Show included: Best Varnished Vehicle in several classes, best harness cab and best tray buggy.
- 1902 – Sun Brand varnished Landau or Brougham, Abbot-tray buggy, Best Collection of vehicles. A gold medal and Best Collection of Vehicles exhibited and manufactured in NSW.
- 1903 – a Gold Medal, plus special prize for Best Collection of Vehicles Manufactured in NSW. Two prizes for Best Abbot tray buggy, colonial made, and for best designed vehicle on the ground fitted with rubber tyres.

The company advertised frequently for staff and for the sale of their creations:

WANTED, a Lad, as Smith's HELPER. Haining and Schimel, 207, Castlereagh-street, city.

WANTED, a good COACHSMITH. Haining and Schimel, coach-builders, 207, Castlereagh-street.

WANTED, a Lad, as Smith's HELPER. Haining and Schimel, coachbuilders, 293, Castlereagh-st.

FOR SALE, a good substantial double-seated BUGGY, and single-seat, a PAGNEL, and SPRING-CART. HAINING and SCHIMEL, Coachbuilders, 568½, George-street, opposite Cathedral.

FOR SALE, 2 BUGGIES and Pagnol Cart. Haining and Schimel, 568½, George-street, opp. Cathedral.

Their coaches and buggies were often sold on, with high recommendations:

FOR Sale,* Light Cutunder SOCIABLE, with Hood, Brake, and Lamps, trimmed with buffalo leather, in first-class order, built by Haining and Schimel, to order. Apply R. Pope, 91 Smith-st., Summer-hill.

George Robert Haining died of liver cancer and exhaustion on 9th March 1891 at his home at 14 Arthur Street, Surry Hills, aged 60, having been ailing about a month. He was buried at Rookwood.

His wife outlived him by 10 years, but sadly in March 1901 Margaret Ann Haining died of an 'accidental death' at The Gap, Vaucluse. She was a widow, 67 years of age, and living at Arthur Street, Surry Hills with her children. She was sitting on the rocks at The Gap when she suddenly disappeared. The steamer *Captain Cook* retrieved the body from the rocks.



Haining grave at Rookwood

In the 1940s memories in the press recorded Haining and his company as a highly esteemed firm of coach builders.

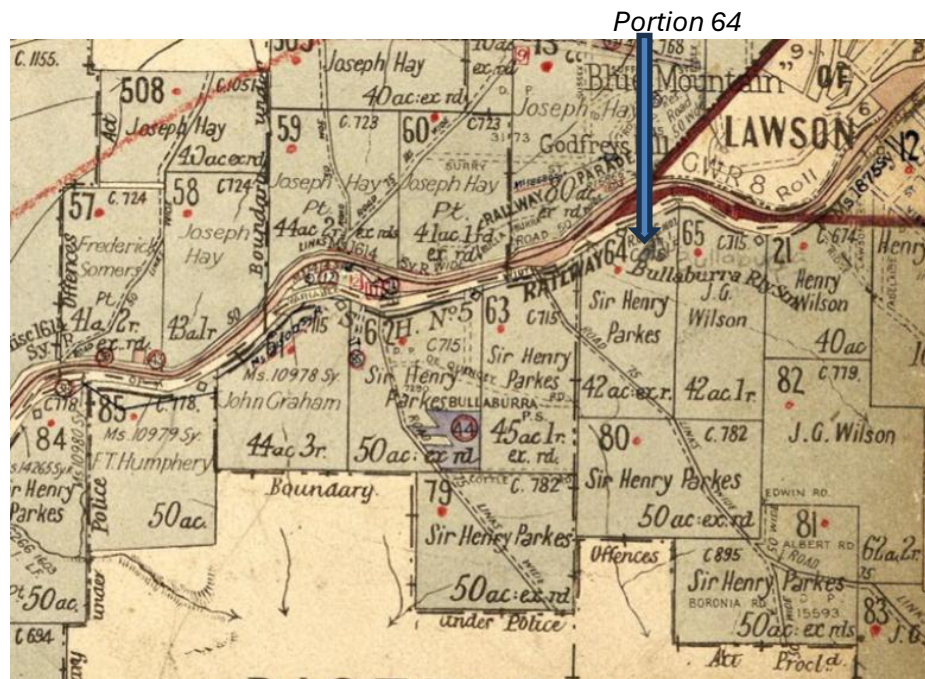
The Bullaburra Coach House

The land was first purchased by George Haining in 1879 from Henry Parkes, probably from within Portion 64 Parish of Jamison, and a coach house, cottage and separate kitchen were built.

By 1879 George and Margaret's family was complete. George was working with Joseph Schimel in a very successful business in Sydney. It is unknown exactly when the coach house was built but as George died in 1891, it may have been operating at the location from 1880, for a number of years. James would have been old enough to be working in the business, learning his trade, so an outlying business was an understandable move. By 1925 when Rickard's subdivision took place, the business was long gone, as shown on the Real Estate poster for the sale (see below).

The land remains today at 841sqm in area but was much larger. It is known on the BMCC heritage inventory sheet as the George Haining Coach House and *Glencairn*, 7-9 Kalinda Road. The cottage has been sold off separately, the kitchen wing was developed as a separate cottage, and the weatherboard coach house was replaced by

a garage, but some of the footings are believed to remain below. The coach house was a large gabled weatherboard building with timber doors.



Parish of Jamison

The remaining features constitute a rare extant example of a Victorian Georgian cottage and kitchen block which was a repair depot on the Great Western Road for horse-drawn carts operated from Haines' Sydney coach-building firm. The original well for the property survives in the grounds of No. 9.



Views of the property today

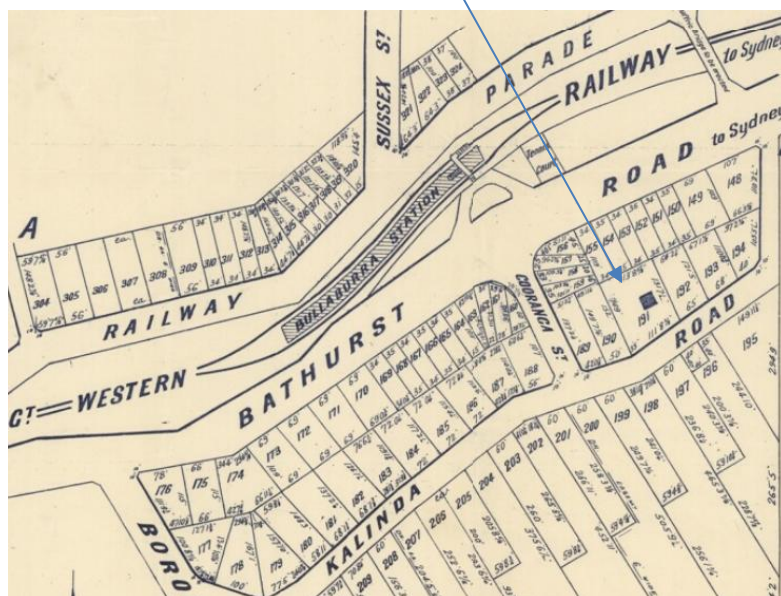
The cottages at 7-9 Kalinda Road are two gabled buildings perpendicular to each other which were once linked by an arched walkway. The original cottage was a simple gabled brick cottage with a symmetrical front facing north to the Great Western Highway linked to a gabled brick kitchen wing by an arched roofed walkway from the north verandah of the cottage to the central door of the kitchen wing. Brick chimneys were at the east and west gabled ends of the main cottage and the north and south gabled ends of the original kitchen wing. The buildings have corrugated steel roofs and stone footings. The kitchen wing had a central door facing the cottage with windows either side. The cottage has been rendered and the north and south skillions have been infilled and extended in the 1960s. The kitchen wing has had extensions to the south in the 1980s. A north skillion to the kitchen wing was built c.1940s. The western door from the kitchen wing leading to the main cottage has been bricked up, probably in the 1930s when the land was subdivided. The window north of the door has been bricked up and the window south of the door has been replaced with a large fixed sash. The stairs which

led from the Bathurst Road (Great Western Highway) to the house are believed to remain in the grounds of the site fronting the Highway.

Haining cottage 1925



Auction 1925



Extract Bullaburra Real Estate Poster 1925

When Arthur Rickard created the Bullaburra Estate in 1925, the land on which the cottage was located was left as a larger allotment, lot 191 of DP 13407, with the coach house on lot 192 and the entry off the Great Western Highway being Lot 154. (Subdivision Plan DP 13407 March 1925). In 1930, the land was further subdivided, separating the two wings of the cottage into two small cottages. Gertrude Margaret Rigg, wife of Henry Walton Rigg, a contractor of Neutral Bay purchased what is assumed to be the kitchen wing and the land fronting the Great Western Highway in 1930 and the main cottage site in 1932. This seems unusual because the land fronting the highway provided an entry to the cottage, not to the kitchen wing. Rigg sold the cottage in 1944 to Donald and Janet Chalmers.

Patsy Moppett

Note: The reference list is detailed in a separate document issued with this Newsletter.

PLEASE NOTE THE CLOSING DATE FOR ARTICLES AND NOTIFICATIONS TO THE EDITOR FOR THE JANUARY-FEBRUARY 2027 ISSUE OF *HERITAGE* IS WED 23rd DECEMBER 2026

Community events & updates

Blue Mountains History Conference 2027

BMACHO are pleased to announce that the Blue Mountains History Conference 2027 will be held at the Katoomba RSL Club on 8th May 2027, during the National Trust's Australian Heritage Festival.



The theme will be **Architects and Architecture**, and the speakers will be as follows:

- Keynote Speaker for the Ian Jack Address will be Catherine Bishop: Building 'Her'itage and 'Her'story in the Blue Mountains". This talk considers the 'her'stories of several Blue Mountains buildings - the women who designed and built them, and those who shaped them as homes and businesses.
- Adrian Howie: Blue Mountains early architects.
- David Carment: Sir John Sulman as a Blue Mountains architect.
- Jan Barkley-Jack: Windsor architecture.
- Ron Powell: Stonework.
- Bill Phippen: Getting the Railway to Katoomba without the Big Hill.
- Sara Reilly: Architecture without architecture.

Tickets for the conference will open in January 2027.

Please follow the Conference page on our website for information and updates at:
<https://bluemountainsheritage.com.au/blue-mountains-history-conference/>

The Stockton Conversation

The Blue Mountains Education and Research Trust invites you to attend the 2026 Stockton Conversation, *Nurturing an Australian Spirituality - Pre-colonization, Colonization and Walking Together* by Evelyn Parkin, on Sunday 1st November in Lawson.



The event will be held at 2pm at the Mavis Wood Hall, Mid Mountains Community Centre, 7 New Street, Lawson. Evelyn Parkin is a Quandamooka woman from North Stradbroke Island, Minjerribah, Queensland. She holds a master's degree in theology

and is known for her work exploring the convergence of Christian and Aboriginal spirituality.

For registration, inquiries and RSVP, see – contact@bmert.com.au

Entry – free [donations to the work of BMERT welcome]

Afternoon tea - \$3 coffee/tea, \$3 cake [cash/card]

Lithgow Small Arms Factory Museum

In September 2026, the BMACHO committee held its monthly meeting at the premises of the Small Arms Factory Museum, a BMACHO organizational member. The meeting was followed by a tour of the Museum and machine workshop, guided by custodian, Donna White.

Following the theft of firearms in 2024 from the Museum, has refocused in regard to displays and interpretation of the history of the SAF facility. There are on display many interesting photographs, the presentation of other unexpected items produced by the factory over time, and details relating to the human side of operations.

The group also viewed the machine shop and explored the variety of tools, both large and small, and historic precision metal-working machines which enabled the effective production of firearms and ammunition for the country over time.



Current displays

Although the armoury is no longer on show, the interpretation of the processes is clearly explained to visitors, demonstrating the passion and pride the community have in their industry, both now and in the past.



Mural in foyer

The Museum operates on the original small arms factory site, presenting the rich history of the facility and its indelible imprint on Australian society and Australian manufacturing.

However, the future of the Museum is still up in the air and management advise as follows:

- The Museum is still at risk but has reopened without the firearms on display. The factory history remains on display, along with the historic machinery in the General Machine Shop.
- We are working to get some firearms back on display as quickly as possible.
- After all other attempts to secure the Museum's future have failed, we are now looking at legal avenues.

Readers are encouraged to go along and experience this interesting display of factory history.

The Museum is open Tuesdays, Thursdays, Saturdays and Sundays, from 10am to 4pm. Group bookings are by appointment at 69 Methven Street, Lithgow.

Inquiries: admin@lithgowsafmuseum.org.au

Phone: 02 6351 4452

Tim Miers Tribute Talk

Glenbrook & District Historical Society (GDHS) invite you to their inaugural event, what will be the annual Tim Miers Tribute Talk.



Tim lived in Glenbrook for most of his life, and was involved in many aspects of the Glenbrook community. He was a foundation member of the GDHS in 1993, and was President of the group until 2010. He was a key driver maintaining the interests and progress of the Society, he initiated the history walks program which still continues today, and was the Society's historian.

The event will be held on Saturday **21st November 2026** at 1.30pm in the Girl Guide Hall, cnr Moore & Hare Streets, Glenbrook.

The Speaker will be Patricia Murnane, who will discuss *William Rosser – Advocate, Socialist, Unionist, Pragmatist*. Prosser was a railway worker on the construction of works in 1911/1913 on the railway line deviations and tunnel of that time. He went on to be a great advocate for the working person and rose to prominence all over Australia.

RSVP by 13th November to Denis Bainbridge

Ph: 02 4739 6872

Email glenbrookhs@gmail.com

BLUE MOUNTAINS ASSOCIATION OF CULTURAL HERITAGE ORGANISATIONS INC.

Registered office: 1/19 Stypanra Place, Springwood 2777. Ph: 0410 198 737

Email: committee@bluemountainsheritage.com.au or j.koperberg@bigpond.com

Website: <http://bluemountainsheritage.com.au>

ABN: 53 994 839 952

The organisation: Blue Mountains Association of Cultural & Heritage Organisations Inc. (BMACHO) was established in April 2006 after local historical and heritage societies and individuals recognised the need for the creation of a cultural heritage strategy for the local government area (LGA) of Blue Mountains City Council. The constituency now embraces but is not limited to, the LGAs of Blue Mountains, Lithgow, Hawkesbury and Penrith. BMACHO membership includes historical and heritage groups, museums, commercial enterprises with an historical or heritage component in its core business, local government (local studies units, library collections) and a limited number of individual members by invitation such as but not necessarily academics. The aims and objectives of the organisation are:

1. To raise public consciousness of the value of cultural heritage.
2. To encourage and assist cultural heritage.
3. To initiate and support cultural heritage activities not already covered by member organisations.

One of the functions of BMACHO is to bring the various bodies into closer contact to encourage them to work more closely together and to provide a combined voice on matters of importance within the heritage sector.

Affiliations: BMACHO is a member of the Royal Australian Historical Society.

Registered Charity: BMACHO is a not-for-profit incorporated association and has been added to the Australian Charities and Not-for-Profit Commission (ACNC) charity register, with Deductible Gift Recipient status.

Publications: BMACHO's official newsletter *Heritage* is edited by Patsy Moppett. The *Blue Mountains History Journal* has been edited by Dr Peter Rickwood but is in obedience at present. Occasional Papers are published from time to time.

Membership: The following organisations are members of BMACHO: Blue Mountain Education & Research Trust; Blue Mountains City Library; Blue Mountains Family History Society Inc; Blue Mountains Historical Society; Bygone Beautys Treasured Teapot Museum and Tearooms; City of Lithgow Mining Museum Inc; Colo Shire Family History Group; Everglades Historic House & Gardens; Friends of the Paragon Inc; Glenbrook & District Historical Society Inc; Hartley Historic Site, NPWS NSW; Hawkesbury Historical Society Inc; Kurrajong-Comleroy Historical Society Inc; Lithgow & District Family History Society Inc; Lithgow – Eskbank House Museum and Lithgow Regional Library – Learning Centre; Lithgow Small Arms Factory Museum; Mt Victoria & District Historical Society Inc; Mt Wilson & Mt Irvine Historical Society Inc (including Turkish Bath Museum); National Trust of Australia (NSW) – Blue Mountains Branch; National Trust of Australia (NSW) – Lithgow Branch; Nepean District Historical Society Inc; Norman Lindsay Gallery and Museum; Penrith RSL Military Museum; Scenic World Blue Mountains Limited; Springwood Historical Society Inc; Valley Heights Locomotive Depot Heritage Museum; Woodford Academy Management Committee; Zig Zag Railway Co-op Ltd.

The following are individual members: Fiona Burn, Michele Corin, Philip Hammon, Dr Wayne Hanley, Gay Hendriksen, Adrian Howie, Ian Milliss, Patsy Moppett, Keith Painter, Dr Peter Rickwood, and Dr Robert Strange.

Committee: The management committee for 2026-2027 (from March 2026) is: Rod Stowe (President); Phil Hammon (Vice President); Philip Hammon (Treasurer and Membership Secretary); Jan Koperberg (Secretary/ Public Officer); Fiona Burn, Dick Morony, Patsy Moppett and Kate O'Neill.

Finance sub-committee: Jan Koperberg, Fiona Burn, Ian Kendall.

Disclaimer: Views and opinions expressed in the ***Heritage*** Newsletter originate from many sources and contributors. Every effort is taken to ensure accuracy of material. Content does not necessarily represent or reflect the views and opinions of BMACHO, its committee or its members. If errors are found feedback is most welcome.